I. Listing of Claims

Please amend the claims as follows:

CLAIMS

1. (Currently Amended) A pretensioner coupling for a seat belt retractor for a motor vehicle, the retractor ~~of a type~~ having a belt shaft and a pretensioner drive adapted for rotating to wind the belt shaft, the pretensioner coupling comprising: [[,]]

a coupling latch movably arranged between a release position and an engagement position, the coupling latch producing a load-transmitting rotational connection between the belt shaft and the pretensioner drive when in the engagement position and movable out of the engagement position and into the release position to permit relative rotation between the belt shaft and the pretensioner drive, and

an inertial mass mounted on the belt shaft and being rotationally arranged in relation to the belt shaft, the coupling latch being coupled with the inertial mass wherein the inertial mass rotates more slowly than the ~~belt shaft upon winding of~~ pretensioner drive when the pretensioner drive has been activated to wind the belt shaft ~~by the pretensioner drive~~ thereby moving the coupling latch to the engagement position, and wherein the inertial mass rotating faster than the belt shaft at the conclusion of the winding of the belt shaft by the pretensioner drive, moving the coupling latch to the release position.

2. (Previously Presented) The pretensioner coupling according to claim 1, wherein the coupling latch, is arranged to swing between the release

position and engagement position, the coupling latch having a pin which engages a radial cam track formed by the inertial mass.

3. (Currently Amended) The pretensioner coupling according to claim 2, wherein the radial cam is arranged in the inertial mass having a shape that, when the pretensioner drive is activated to wind ~~during the winding of~~ the belt shaft ~~by the pretensioner drive~~, the pin of the coupling latch being located in the radial cam track moves ~~to place~~ the coupling latch into the engagement position, and the pin engages and accelerates the inertial mass in the direction of winding of the belt shaft by the pretensioner drive, and [[and]] when the rotational speed of the belt shaft slows down, the pin moves in the cam track to move the coupling latch from the engagement position into the release position.

4. (Previously Presented) The pretensioner coupling according to claim 2 wherein the pretensioner drive includes a drive wheel journalled for rotation on a coupling neck of the belt shaft, the coupling neck forming a notch and the drivewheel forming a recess, the coupling latch engaging both the notch and the recess in the engagement position thereby rotationally coupling the drivewheel and the belt shaft, and in the release position, disengaging the connection between the notch and the recess, allowing relative rotation between the drivewheel and the belt shaft.

5. (Previously Presented) The pretensioner coupling according to claim 2 wherein the radial cam track is spiral in shape having first and second ends with the first end being located closer to the rotational axis of the belt shaft then the second end.

6. (Currently Amended) The pretensioner coupling according to claim 5 wherein the [[latch]] pin engages the first ~~and second ends~~ end to drive the inertial mass to rotate.

7. (Currently Amended) A pretensioner coupling for a seat belt retractor for a motor vehicle, the retractor ~~of type~~ having a belt shaft and a pretensioner drive for winding the belt shaft, the pretensioner coupling comprising: [[,]]

the belt shaft having a coupling neck forming a notch,

the pretensioner drive having a drivewheel journalled for rotation on the coupling neck, the drivewheel [[and]] forming a recess,

a coupling latch having an engagement region and a pin positioned on opposite ends of an arm, the latch movable between a release position and an engagement position, the coupling latch engagement region engaging both the notch and the recess producing a load-transmitting rotational connection between the belt shaft and the drivewheel when in the engagement position, and movable out of the engagement position and into the release position wherein the engagement region disengages coupling between the recess and the notch to permit relative rotation between the belt shaft and the drivewheel, and

an inertial mass mounted on the belt shaft and being rotationally arranged in relation to the belt shaft, the inertial mass forming a cam track in the form of a spiral, the ~~coupling latch~~ pin positioned in the cam track wherein when the pretensioner drive is activated to drive the belt shaft, the ~~belt shaft~~ drivewheel rotates relative to the inertial mass, moving the pin in the cam track and orienting the engagement region to the engaged position and the pin reaching an end of

the cam track forcing the inertial mass to rotate with the belt shaft, and upon the pretensioner drive no longer driving the drivewheel, the inertial mass is rotating faster than the belt shaft causing the pin to move in the cam track to move the latch to the release position.

8. (Previously Presented) The pretensioner coupling according to claim 7 wherein the radial cam track is spiral in shape having first and second ends with the first end being located closer to the rotational axis of the belt shaft than the second end.

9. (Currently Amended) The pretensioner coupling according to claim 8 wherein the [[latch]] pin engages the first ~~and second~~ end to drive the inertial mass to rotate.

10. (Previously Presented) The pretensioner coupling according to claim 7 wherein the pin is driven to engage the first end upon driving by the pretensioner drive.